

GOVERNMENT OF MADRAS.

50,006-4-11-49. Sectt II-22

P.W. (1952) Department.

<i>5-12-2</i>	~~Endorsement~~ ~~D.O.~~ <u>Memorandum</u> ✓ ~~Lodged~~ No. 59797A/52-1 Dated <i>8-8-1952</i>	<i>Passed</i> <i>Kun</i> <i>Supd</i> <i>18/8</i>
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FURTHER PAPERS.

Department.	Number.	Series.	Date.

THE KANARA CHAMBER OF COMMERCE,

P. O. BOX NO. 116,



MANGALORE-1 (S. INDIA)

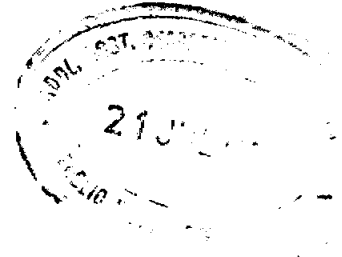
TELEGRAMS: "CHAMBER"
TELEPHONE: 128

Date 18th July, 1952.

To

59797

The Hon'ble Sri N.Ranga Reddi,
Minister for Public Works,
Government of Madras,
Fort St. George, MADRAS.



Sir,

Sub: - Newly constructed Bridge over Gurpur
River near Kulur on Mangalore-Baindur
Road- Levy of tolls causes great
hardship- Request for withdrawal-
Representation.

Ref: (K) G.O. Ms. No. 2543, P.W. (Highways) 12th June
1952.

Lack of essential bridges in the South Kanara District
has been a long standing public grievance and as such it had
been the subject of repeated representations to the Govern-
ment from this district during the last several years.

2. With the advent of the popular Government in the
State, there was a ray of hopes for the fulfilment of some
of the essential requirements of this district including
the construction of important bridges, the absence of which,
contributed in no small measure, to hold up the progress in
the development of the district unlike elsewhere in this
State. The Government do not appear to have seriously
directed their attention to the needs of South Kanara as a
consequence of which, the district does not receive the
attention it deserves.

3. It was in 1949 that the Government came to reali-
the step-motherly treatment meted out to this district and
atlast sanctioned the construction of a bridge over the
Gurpur River near Kulur which is the first of the 8 unbri-
rivers on the Mangalore-Baindur Road. We had conveyed o
grateful thanks to the Government for this sanction even
though this bridge is designed to meet a fraction of the

essential needs of the district in the matter of communications.

4. The bridge has been opened for traffic with effect from the 1st July 1952, but to our surprise and disappointment, it is said to have been treated by the State Government as a Toll Bridge. The people of the district as well as the Transport Industry and Commerce have viewed with grave concern and anxiety, the Government notification cited above, proposing a levy of toll and a heavy toll too, on vehicles using the bridge as from 1st July 1952.

5. This Chamber has been urged to represent to you that the bridge is the only Major bridge construction in a generation in the district, where due to utter neglect since decades, the means of communications are still in a very primitive stage. While many rivers cut into our road system the existence of many unbridged streams and rivers, the non-availability of tolerably good roads have left this district in partial isolation from the rest of the State. The whole of the State, except our district, has been given a number of bridges and even where there had been causeways and dry rivers, large bridges at very heavy capital cost have been built all along the East Coast. We are, therefore, entitled by a matter of right to have a toll-free-bridge at Kulur. Hence we have to state that the Government of Madras have been quite unfair to single out our district for the imposition of tolls for practically the first time, after so much of neglect.

6. We beg to submit, Sir, that when the question of bridge at Kulur was first mooted and subsequently discussed and finally sanctioned, there was no suggestion at all that it would be made a toll bridge. No doubt, there was a

suggestion later, for some important and specified river ferries, involving exceptionally heavy capital cost, to be provided with toll bridges but this was not intended to be made a general rule or to be given effect retrospectively. The ceiling of construction cost over which toll has to be charged, has been fixed arbitrarily at Rs. 5 lakhs and it is submitted that if the bridge in question had been completed without delay after its first sanction, it would have cost much below the ceiling and the levy of toll would have become inapplicable to this bridge.

7. Due to the deplorable neglect of communications, the only means of communications from the coast to the interior of the district is by buses and lorries. The coastal railway serving a part of the district having terminated at Mangalore, contributes a little to the transport facilities in the district. Over a thousand passenger and goods transport vehicles plying in the district are subjected probably, to the highest motor vehicle taxation in the World, not to speak of sales tax on petrol and duty on spare parts and accessories. By the peculiar geographical situation of the district and the topographical disabilities, there is absolutely no inter-district traffic by road and thus the use of these vehicles is confined to only two or three through roads in the district while bearing an intensive burden of taxation. These vehicles, when running to the fringes of the neighbouring States of Coorg and Mysore are subjected to double taxation and other local tolls. Even passenger cars from this district are no exception for the payment of this terminal and other local tolls. Therefore, the tolls now proposed on new bridges and roads will add to the already existing heavy burden and will become unbearable to the people of this district.

8. A major bridge is a long term capital investment

and the heavy toll now levied probably envisages maximum recoupment of the cost of construction together with interest thereon at 3 $\frac{1}{2}$ % within the minimum of time. The Chamber fears that these heavy tolls may have the adverse effect of driving away traffic from the bridges as the payment of the levy now prescribed is bound to render the running of vehicles on this bridge uneconomic. Much worse is the case of passenger buses, which while being required to pay Rs.60/- per month or Rs.150/- per quarter as tolls, are not in a position to recoup that sum by a proportionate increase in the bus fares. Thus in actual practice, it seems, that the purpose for which the bridge was desired, is now sought to be defeated by imposing a premium on its use. This policy will, in effect, discourage the public from taking advantage of the bridge to the full extent and will be detrimental to public interests. It is a point for the consideration of the Government whether imposing a restriction on the use of the bridge by means of tolls is desirable when the bridge is constructed by the State at public expenses for the benefit of the public.

9 In the circumstances, this Chamber appeals to the Government of Madras to kindly withdraw the levy of tolls in respect of the Kulur Bridge and to rescind the above G.O. accordingly at an early date.

Yours faithfully,
For THE KANARA CHAMBER OF COMMERCE.

[Signature]
Hon. Secretary.

Copy to:-

- (1) The Secretary to the Govt. of Madras, Public Works Dept.
- (2) Chief Engineer for Highways, Madras.

THE KANARA CHAMBER OF COMMERCE, 1

P. O. BOX NO. 116,



MANGALORE-1 (S. INDIA)

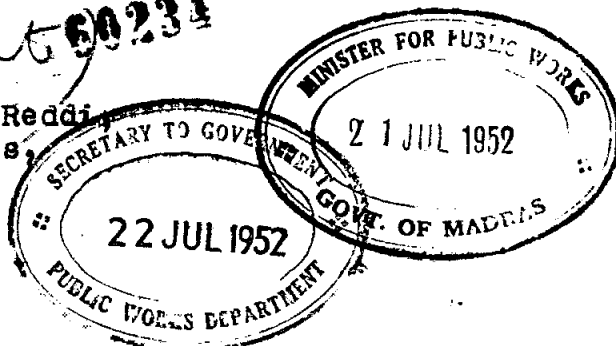
TELEGRAMS: "CHAMBER"

TELEPHONE: 128

Date 18th July, 1952.

To

*Same as
Mpl-jant 60234*
The Hon'ble Sri N. Ranga Reddi,
Minister for Public Works,
Government of Madras,
Fort St. George, MADRAS.



Sir,

Sub:- Newly constructed Bridge over Gurpur River near Kulur on Mangalore-Baindur Road- Levy of tolls causes great hardship- Request for withdrawal- Representation.

Ref:- G.O. Ms. No. 2543, P.W. (Highways) 12th June 1952.

Lack of essential bridges in the South Kanara District has been a long standing public grievance and as such it had been the subject of repeated representations to the Government from this district during the last several years.

2. With the advent of the popular Government in the State, there was a ray of hopes for the fulfilment of some of the essential requirements of this district including the construction of important bridges, the absence of which, contributed in no small measure, to hold up the progress in the development of the district unlike elsewhere in this State. The Government do not appear to have seriously directed their attention to the needs of South Kanara as a consequence of which, the district does not receive the attention it deserves.

3. It was in 1949 that the Government came to realise the step-motherly treatment meted out to this district and at last sanctioned the construction of a bridge over the Gurpur River near Kulur which is the first of the 8 unbridged rivers on the Mangalore-Baindur Road. We had conveyed our grateful thanks to the Government for this sanction even though this bridge is designed to meet a fraction of the

essential needs of the district in the matter of communications.

4. The bridge has been opened for traffic with effect from the 1st July 1952, but to our surprise and disappointment, it is said to have been treated by the State Government as a Toll Bridge. The people of the district as well as the Transport Industry and Commerce have viewed with grave concern and anxiety, the Government notification cited above, proposing a levy of toll and a heavy toll too, on vehicles using the bridge as from 1st July 1952.

5. This Chamber has been urged to represent to you that the bridge is the only Major bridge construction in a generation in the district, where due to utter neglect since decades, the means of communications are still in a very primitive stage. While many rivers cut into our road system the existence of many unbridged streams and rivers, the non-availability of tolerably good roads have left this district in partial isolation from the rest of the State. The whole of the State, except our district, has been given a number of bridges and even where there had been causeways and dry rivers, large bridges at very heavy capital cost have been built all along the East Coast. We are, therefore, entitled by a matter of right to have a toll-free-bridge at Kulur. Hence we have to state that the Government of Madras have been quite unfair to single out our district for the imposition of tolls for practically the first time, after so much of neglect.

6. We beg to submit, Sir, that when the question of bridge at Kulur was first mooted and subsequently discussed and finally sanctioned, there was no suggestion at all that it would be made a toll bridge. No doubt, there was a

suggestion later, for some important and specified river ferries, involving exceptionally heavy capital cost, to be provided with toll bridges but this was not intended to be made a general rule or to be given effect retrospectively. The ceiling of construction cost over which toll has to be charged, has been fixed arbitrarily at Rs. 5 lakhs and it is submitted that if the bridge in question had been completed without delay after its first sanction, it would have cost much below the ceiling and the levy of toll would have become inapplicable to this bridge.

7. Due to the deplorable neglect of communications, the only means of communications from the coast to the interior of the district is by buses and lorries. The coastal railway serving a part of the district having terminated at Mangalore, contributes a little to the transport facilities in the district. Over a thousand passenger and goods transport vehicles plying in the district are subjected probably, to the highest motor vehicle taxation in the World, not to speak of sales tax on petrol and duty on spare parts and accessories. By the peculiar geographical situation of the district and the topographical disabilities, there is absolutely no inter-district traffic by road and thus the use of these vehicles is confined to only two or three through roads in the district while bearing an intensive burden of taxation. These vehicles, when running to the fringes of the neighbouring States of Coorg and Mysore are subjected to double taxation and other local tolls. Even passenger cars from this district are no exception for the payment of this terminal and other local tolls. Therefore, the tolls now proposed on new bridges and roads will add to the already existing heavy burden and will become unbearable to the people of this district.

8. A major bridge is a long term capital investment

15

and the heavy toll now levied probably envisages maximum recoupment of the cost of construction together with interest thereon at 3 $\frac{1}{2}$ % within the minimum of time. The Chamber fears that these heavy tolls may have the adverse effect of driving away traffic from the bridges as the payment of the levy now prescribed is bound to render the running of vehicles on this bridge uneconomic. Much worse is the case of passenger buses, which while being required to pay Rs.60/- per month or Rs.150/- per quarter as tolls, are not in a position to recoup that sum by a proportionate increase in the bus fares. Thus in actual practice, it seems, that the purpose for which the bridge was desired, is now sought to be defeated by imposing a premium on its use. This policy will, in effect, discourage the public from taking advantage of the bridge to the full extent and will be detrimental to public interests. It is a point for the consideration of the Government whether imposing a restriction on the use of the bridge by means of tolls is desirable when the bridge is constructed by the State at public expenses for the benefit of the public.

In the circumstances, this Chamber appeals to the Government of Madras to kindly withdraw the levy of tolls in respect of the Kulur Bridge and to rescind the above G.O. accordingly at an early date.

Yours faithfully,
For THE KANARA CHAMBER OF COMMERCE.

Dr. Manji
Hon. Secretary.

Copy to:-

- (1) The Secretary to the Govt. of Madras, Public Works Dept.
- (2) Chief Engineer for Highways, Madras.

Clear copy at
11/19-20-1-52

17

P.W.D. (A1)

Memo.No.59597-A/52-

Dated:

Sub: COMMUNICATIONS - Bridges - South Kanara district - Levy of tolls on bridge over Gurur river near Kulur - Withdrawal - Request - Negatived.

Ref: From the Secretary, Kanara Chamber of Commerce letter dated 18-7-52.

The Government decided as early as 1949 that tolls should be levied on the following types of works on roads other than National Highways, which were commenced on and after 1-4-1946:--

(a) ~~on~~ bridge works costing Rs.5 lakhs and over, and

(b) ~~for~~ formation of new ghat roads, irrespective of length, and ~~the~~ provision of improved surfacing to ghat roads.

The levy of tolls will be temporary ~~and will apply~~ to all classes of vehicles, including motor vehicles ~~and to animals~~, and will be ~~levied~~ ^{only} until the cost of construction has been recouped. In ~~keeping with~~ ^{accordance} ~~with this decision~~ the principles mentioned above the Government have ordered that tolls should be levied from 1-7-52 in respect of the bridge over the Gurur river near Kulur in South Kanara district until the expenditure incurred by the Government is recouped.

2. The Secretary, Kanara Chamber of Commerce is informed that tolls are also being levied in respect of the decked railway bridge between the Azhikkal and Taliparamba Road stations in Malabar district from 1-4-52 at the same rates as in the case of the Kulur bridge in South Kanara and ~~that~~ tolls will also be levied in respect of other bridges costing Rs.5 lakhs and over as soon as they are completed and necessary proposals are received from the Chief Engineer(Highways).

p/1-7 ef

para 3/40. No. 1169 P.W.
25.3.49/④

40. No. 2543 P.W.
12.6.52/⑤

40. No. 832 P.W. Not put
25.2.52 up

⑤ and ④

via para 4 p/3-4 ef

18

He will thus see that the Kulur bridge has not been singled out for the levy of tolls but is merely one of the cases in which the general policy laid down in 1949 is being enforced and ~~that~~ the levy of tolls will be stopped as soon as the amount spent on this bridge ~~has been~~ ^{is} recouped.

Handwritten:
A.P.S.
K.M.
5852

Handwritten:
Q
6852

Handwritten:
A.H.
7.8.52

To
The Secretary, Kanara
Chamber of Commerce,
Post Box. No. 116,
Mangalore - 1.
Copy to the C.E.(H).

Copy sent to
17-18-52

19

P.W.D. (A)

Memo No. 59797-A/52-1

Dated 8-8-52

Sub: COMMUNICATIONS - Bridges - South Kanara district - Levy of tolls on bridge over Gurpur river near Kulur - Withdrawal - Request - Negatived.

Ref: From the Secretary, Kanara Chamber of Commerce letter dated 18.7.52.

The Government decided as early as 1949 that tolls should be levied on the following types of works on roads other than National Highways, which were commenced on and after 1-4-1946:--

- (a) bridge works costing Rs. 5 lakhs and over; and
- (b) formation of new ghat roads, irrespective of length, and the provision of improved surfacing to ghat roads

The levy of tolls will be temporary and will be only until the cost of construction has been recouped. In accordance with this decision the Government have ordered that tolls should be levied from 1-7-52 in respect of the bridge over the Gurpur river near Kulur in South Kanara district until the expenditure incurred by the Government is recouped.

2. Tolls are also being levied in respect of the decked railway bridge between the Azhikkal and Taliparamba Road stations in Malabar district from 1-4-52 at the same rates as in the case of the Kulur bridge in South Kanara and tolls will also be levied in respect of other bridges costing Rs. 5 lakhs and over as soon as they are completed and necessary proposals are received from the Chief Engineer (Highways). The Kulur bridge has not been singled out for the levy of tolls but is merely one of the cases in which the general policy laid down in 1949 is being enforced and the

85/a
11-7-52

3
28.3.49 / (H)

A

543.2W
12.6.52 / (L)

8.12.51 / Not put up
29-2-52

and (1.)

na 4 on
6/3-4-52

20 ~~21~~

- 2 -

levy of tolls will be stopped as soon as the amount spent on this bridge is recouped.

S.E.
6.8.52.

V.G.V.
7.8.52

To

The Secretary, Kanara
Chamber of Commerce,
Post Box No. 116,
Mangalore-1.

Sub: Communications - Bridges - South Kanara district
Levy of tolls on bridge over Gurpur river near
Kulur - Withdrawal - Request.

Ref: From the Secretary, Kanara Chamber of Commerce,
dated 18-7-52.

The letter from the Kanara Chamber of
Commerce on pages 1-7 c.f. may be perused.

2. In February 1949 the Government
sanctioned the construction of a bridge over the Gurpu
river near Kulur at M.4/7/8 of the Manjeshwar Baindur
road in South Kanara district at an estimated cost of
Rs.5.4lakhs. The Chief Engineer(Highways) technically
sanctioned an estimate for Rs.5.9 lakhs in respect of
this work. Subsequently he reported ^(in May 1952) that the bridge
work was completed and that the bridge was ready for
being thrown open for public traffic. In keeping with
the policy laid down in G.O.No.1169, Public Works dated
29-12-49 ~~regarding levy of tolls on roads & bridges newly constructed~~
it was ordered in G.O.No.2543, Public Works
dated 12-6-1952 that tolls should be levied in respect
of the bridge over the Gurpur river at the rates
approved in G.Os.Nos.4766, Public Works dated 29-12-50
and 4994, Public Works dated 6-12-51 with effect on and
from 1-7-52 until the expenditure incurred on the bridge
together with interest at 3½ per cent per annum was
recouped. The Chief Engineer(Highways) was also asked
to throw open the bridge for traffic on and from 1-7-52

3. The Kanara Chamber of Commerce has
stated that the people of the district as well as the
Transport, Industry and Commerce have viewed with grave
concern and anxiety the decision of the Government to
levy tolls in respect of this bridge. The Chamber has
represented that the Kulur bridge is the only major
bridge construction in a generation in the district,
where due to utter neglect since decades, the means of

pp1-7cf

para 1 of G.O.No.2543.P.W.
12.6.52 / (K)

para 2 p1 / (K)

+ (L)

+ (V)

para 2 p1 / (K)

para 4 p3cf

para 5 - p3cf

communications are still in a very primitive stage, and that while many rivers cut out into the road system of the district, the existence of many unbridged streams and rivers, the non-availability of totally good roads have left this district in partial isolation from the rest of the State. It considers that when a number of bridges at heavy cost are being built in other parts of the State ~~and all along the East Coast where there had been causeways and dry rivers~~, the people of South Kanara are entitled by a matter of right to have a toll-free-bridge at Kulur and that the Government have been unfair to single out South Kanara district for the imposition of tolls for practically the first time. It has also pointed out that owing to the deplorable neglect of communications, the only means of communications from the coast to the interior of the district is by buses and lorries ~~and that these vehicles are subjected to the highest motor vehicle taxation, and that when running to the borders of Coorg and Mysore they are subjected to double taxation and other local tolls.~~ It therefore feels that the tolls now proposed on new bridges and roads will add to the already existing heavy burden and will become unbearable to the people of the district. It also fears that the heavy tolls may have the adverse effect of driving away traffic from the bridge as the payment of tolls at the rates prescribed is bound to render the running of vehicles on the Kulur bridge uneconomic. ⁹⁵ ~~and~~ has therefore requested the Government to withdraw the levy of tolls in respect of the Kulur bridge and to rescind the G.O. accordingly.

4. It may be mentioned here that the Government have also ordered the levy of tolls in respect of the decked railway bridge over the Baliapatam river between Azhikkal and Taliparamba Road stations in

para 5 p 3 cf

para 7 p 5 cf

— u —

para 8 p 7 cf

para 9 p 7 cf

✓ (R)

G.O. 832, P.W. Not part
29.2.52 up

pp Not put up

(H)

Malabar district at the rates approved in the G.Os. at (L) and (V) with effect on and from 1-4-52 until the State Government recover the amount expended by them for decking the bridge and constructing the approach roads together with interest thereon at 3½ per cent per annum. In connection with the levy of tolls in respect of the decked railway bridge Sri.K.M.Madhava Menon, the former Minister for Education, represented that Malabar district had been singled out for the levy of tolls and that the decision of the Government to levy tolls in respect of this bridge was resented by the people. He therefore requested that no tolls should be levied in respect of this bridge. He was informed that the bridge had not been singled out ^{for} the levy of tolls but was merely one of the cases in which the general policy of the Government laid down in 1949 was being enforced and that the levy of tolls would be stopped as soon as the amount spent had been recovered. He ~~had also been~~ ^{was} informed that the Government would levy tolls in respect of bridges whose cost exceeded Rs.5 lakhs as soon as they were completed and necessary proposals were received from the Chief Engineer.

The question of levying tolls to recoup the expenditure incurred on the following bridge works whose estimated cost exceeds Rs.5 lakhs and which are under execution will be considered on receipt of necessary proposals from the Chief Engineer(Highways):--

<u>Name of work</u>	<u>Estimated cost</u> Rs. in lakhs
<u>South Kanara</u>	
(1) Constructing a bridge over the Payaswani river at Thekkil	10.10
(2) Constructing a bridge across the Ariadkadavu Hole at M.52/8 of Kanhangad Cheruvathur road	5.80
<u>Malabar</u>	
(3) Constructing a bridge across Kuppam river on Taliparamba Payyanur section of Cape Comorin Bombay road	7.70
(4) Constructing a bridge across Perumpuzha at Payyanur at M.75/3 of Cape Comorin Bombay road	5.70
(5) Constructing a bridge across Bharatapuzha river at Kuttipuram	18.50

P.T.O

North Arcot

- (6) Constructing a bridge across the Cheyyar river at M.25/2-4 of Tiruvothiyr Wandiwash road 8.00

Tanjore

- (7) Constructing bridge over Coleroon at Anaikaranchatram on the Chidambaram Sirkali road 26.00

5. It will be seen from para 4 above that tolls are being levied in respect of the decked railway bridge in Malsbar district from 1-4-52 at the same rates ~~of levy~~ as in the case of the Kulur bridge in South Kanara, that the question of levy of tolls in respect of bridges costing Rs.5 lakhs and over is proposed to be considered as soon as the works are completed and that the Kulur bridge has not been singled out for the levy of tolls but is merely one of the ~~two~~ cases in which the policy laid down in 1949 is being enforced. The Kanara Chamber of Commerce may be informed as in the draft memo. below.

A/
31.7.52
Kum
31.7.52

OK
2.8.52
Kum

[Signature]

[Signature]
4.8.52

N. Panen Adadi 17 (PM)
8.8.

Cir
(13) 7/8.

(Issued as Memo. No. 59797A/52-1 dated 8-8-52) 1/17-52